

Amendments to the Claims:

This listing of claims will replace all prior versions and listings of the claims in the above-captioned patent application:

Listing of Claims:

Claim 1 (original): A method for driving a hybrid compressor of an air conditioning system of a vehicle, wherein the vehicle comprises a first drive source, the air conditioning system comprises an evaporator, the hybrid compressor comprises a second drive source, and the hybrid compressor is driven by the first drive source via an electromagnetic clutch or the second drive source, or combination thereof, wherein the method comprises the steps of:

- (a) engaging the electromagnetic clutch;
- (b) detecting a temperature of air dispensed from the evaporator;
- (c) disengaging the electromagnetic clutch when the temperature of the air is equal to a first predetermined temperature; and
- (d) activating the second drive source, wherein steps (c) and (d) are performed simultaneously or substantially simultaneously.

Claim 2 (original): The method of claim 1, further comprising the step of:

- (e) engaging the electromagnetic clutch when the temperature of the air increases from the first predetermined temperature to a second predetermined temperature, wherein step (e) is performed after steps (c) and (d).

Claim 3 (original): The method of claim 1, wherein the first drive source comprises an engine of the vehicle, and the second drive source comprises an electric motor.

Claim 4 (original): An air conditioning system for a vehicle, wherein the vehicle comprises a first drive source, the air conditioning system comprises a hybrid compressor and an evaporator, and the hybrid compressor comprises a second drive source and a temperature sensor for detecting the temperature of air dispensed from the evaporator, wherein the hybrid compressor is driven by the first drive source via an electromagnetic clutch or the second drive source, or a combination thereof, and the electromagnetic clutch is disengaged and the second drive source is active when a temperature of the air dispensed from the evaporator is equal to a first predetermined temperature.

Claim 5 (original): The air conditioning system of claim 4, wherein the electromagnetic clutch is engaged when the temperature of the air is equal to a second predetermined temperature, and the second predetermined temperature is greater than the first predetermined temperature.

Claim 6 (original): The air conditioning system of claim 4, wherein the first drive source comprises an engine of the vehicle, and the second drive source comprises an electric motor.

Claim 7 (original): The air conditioning system of claim 4, wherein the hybrid compressor further comprises a drive shaft driven by the first drive source or the second drive source, or a combination thereof.

Claim 8 (original): The air conditioning system of claim 4, wherein the hybrid compressor further comprises:

- a first compression mechanism comprising a first drive shaft driven by the first drive source; and

- a second compression mechanism comprising a second drive shaft driven by the second drive source, wherein the first drive shaft and the second drive shaft are driven selectively or simultaneously.

Claim 9 (original): The air conditioning system of claim 4, wherein the hybrid compressor further comprises:

- a first compressor comprising a first drive shaft driven by the first drive source; and

- a second compressor comprising a second drive shaft driven by the second drive source, wherein the first compressor and the second compressor are driven selectively or simultaneously.

Claim 10 (original): A vehicle comprising:

- a first drive source; and

- an air conditioning system comprising a hybrid compressor and an evaporator, wherein the hybrid compressor comprises a second drive source and a temperature sensor for detecting the temperature of air dispensed from the evaporator, wherein the hybrid compressor is driven by the first drive source via an electromagnetic clutch or the second drive source, or a combination thereof, and the electromagnetic clutch is disengaged and the second drive source is

active when a temperature of the air dispensed from the evaporator is equal to a first predetermined temperature.

Claim 11 (original): The vehicle of claim 10, wherein the electromagnetic clutch is engaged when the temperature of the air is equal to a second predetermined temperature, and the second predetermined temperature is greater than the first predetermined temperature.

Claim 12 (original): The vehicle of claim 10, wherein the first drive source comprises an engine of the vehicle, and the second drive source comprises an electric motor.

Claim 13 (original): The vehicle of claim 10, wherein the hybrid compressor further comprises a drive shaft driven by the first drive source or the second drive source, or a combination thereof.

Claim 14 (original): The vehicle of claim 10, wherein the hybrid compressor further comprises:
a first compression mechanism comprising a first drive shaft driven by the first drive source; and

a second compression mechanism comprising a second drive shaft driven by the second drive source, wherein the first drive shaft and the second drive shaft are driven selectively or simultaneously.

Claim 15 (original): The vehicle of claim 10, wherein the hybrid compressor further comprises:
a first compressor comprising a first drive shaft driven by the first drive source;
and

a second compressor comprising a second drive shaft driven by the second drive source, wherein the first compressor and the second compressor are driven selectively or simultaneously.

Claim 16 (new): The method of claim 1, further comprising the step of controlling a rotational speed of the second drive source based on at least one measurement.

Claim 17 (new): The method of claim 16, wherein the at least one measurement comprises at least one temperature parameter.

Claim 18 (new): The method of claim 16, wherein the at least one measurement comprises at least one vehicle parameter.

Claim 19 (new): The method of claim 16, wherein the at least one measurement comprises at least one temperature parameter and at least one vehicle parameter.

Claim 20 (new): The method of claim 17, wherein the at least one temperature parameter is selected from the group consisting of the temperature of the air dispensed from the evaporator,

an outside air temperature, a vehicle interior temperature, a heater water temperature, and an amount of ambient light.

Claim 21 (new): The method of claim 18, wherein the at least one vehicle parameter is selected from the group consisting of a voltage of an electrical power supply of the second drive source, a vehicle speed, a rotational speed of the first drive source, and an accelerator opening degree.

Claim 22 (new): The method of claim 19, wherein the at least one temperature parameter is selected from the group consisting of the temperature of the air dispensed from the evaporator, an outside air temperature, a vehicle interior temperature, a heater water temperature, and an amount of ambient light.

Claim 23 (new): The method of claim 22, wherein the at least one vehicle parameter is selected from the group consisting of a voltage of an electrical power supply of the second drive source, a vehicle speed, a rotational speed of the first drive source, and an accelerator opening degree.

Claim 24 (new): The method of claim 19, wherein the at least one vehicle parameter is selected from the group consisting of a voltage of an electrical power supply of the second drive source, a vehicle speed, a rotational speed of the first drive source, and an accelerator opening degree.

Claim 25 (new): The air conditioning system of claim 4, further comprising means for controlling a rotational speed of the second drive source based on at least one measurement.

Claim 26 (new): The air conditioning system of claim 25, wherein the at least one measurement comprises at least one temperature parameter.

Claim 27 (new): The air conditioning system of claim 25, wherein the at least one measurement comprises at least one vehicle parameter.

Claim 28 (new): The air conditioning system of claim 25, wherein the at least one measurement comprises at least one temperature parameter and at least one vehicle parameter.

Claim 29 (new): The air conditioning system of claim 26, wherein the at least one temperature parameter is selected from the group consisting of the temperature of the air dispensed from the evaporator, an outside air temperature, a vehicle interior temperature, a heater water temperature, and an amount of ambient light.

Claim 30 (new): The air conditioning system of claim 27, wherein the at least one vehicle parameter is selected from the group consisting of a voltage of an electrical power supply of the second drive source, a vehicle speed, a rotational speed of the first drive source, and an accelerator opening degree.

Claim 31 (new): The air conditioning system of claim 28, wherein the at least one temperature parameter is selected from the group consisting of the temperature of the air dispensed from the evaporator, an outside air temperature, a vehicle interior temperature, a heater water temperature, and an amount of ambient light.

Claim 32 (new): The air conditioning system of claim 31, wherein the at least one vehicle parameter is selected from the group consisting of a voltage of an electrical power supply of the second drive source, a vehicle speed, a rotational speed of the first drive source, and an accelerator opening degree.

Claim 33 (new): The air conditioning system of claim 28, wherein the at least one vehicle parameter is selected from the group consisting of a voltage of an electrical power supply of the second drive source, a vehicle speed, a rotational speed of the first drive source, and an accelerator opening degree.

Claim 34 (new): The air conditioning system of claim 4, further comprising means for controlling the electromagnetic clutch based on the temperature of the air dispensed from the evaporator and at least one additional measurement.

Claim 35 (new): The air conditioning system of claim 34, wherein the at least one additional measurement comprises at least one temperature parameter.

Claim 36 (new): The air conditioning system of claim 34, wherein the at least one additional measurement comprises at least one vehicle parameter.

Claim 37 (new): The air conditioning system of claim 34, wherein the at least one additional measurement comprises at least one temperature parameter and at least one vehicle parameter.

Claim 38 (new): The air conditioning system of claim 35, wherein the at least one temperature parameter is selected from the group consisting of an outside air temperature, a vehicle interior temperature, a heater water temperature, and an amount of ambient light.

Claim 39 (new): The air conditioning system of claim 36, wherein the at least one vehicle parameter is selected from the group consisting of a voltage of an electrical power supply of the

second drive source, a vehicle speed, a rotational speed of the first drive source, and an accelerator opening degree.

Claim 40 (new): The air conditioning system of claim 37, wherein the at least one temperature parameter is selected from the group consisting of an outside air temperature, a vehicle interior temperature, a heater water temperature, and an amount of ambient light.

Claim 41 (new): The air conditioning system of claim 40, wherein the at least one vehicle parameter is selected from the group consisting of a voltage of an electrical power supply of the second drive source, a vehicle speed, a rotational speed of the first drive source, and an accelerator opening degree.

Claim 42 (new): The air conditioning system of claim 37, wherein the at least one vehicle parameter is selected from the group consisting of a voltage of an electrical power supply of the second drive source, a vehicle speed, a rotational speed of the first drive source, and an accelerator opening degree.

Claim 43 (new): The vehicle of claim 10, wherein the air conditioning system further comprises means for controlling a rotational speed of the second drive source based on at least one measurement.

Claim 44 (new): The vehicle of claim 43, wherein the at least one measurement comprises at least one temperature parameter.

Claim 45 (new): The vehicle of claim 43, wherein the at least one measurement comprises at least one vehicle parameter.

Claim 46 (new): The vehicle of claim 43, wherein the at least one measurement comprises at least one temperature parameter and at least one vehicle parameter.

Claim 47 (new): The vehicle of claim 44, wherein the at least one temperature parameter is selected from the group consisting of the temperature of the air dispensed from the evaporator, an outside air temperature, a vehicle interior temperature, a heater water temperature, and an amount of ambient light.

Claim 48 (new): The vehicle of claim 45, wherein the at least one vehicle parameter is selected from the group consisting of a voltage of an electrical power supply of the second drive source, a vehicle speed, a rotational speed of the first drive source, and an accelerator opening degree.

Claim 49 (new): The vehicle of claim 46, wherein the at least one temperature parameter is selected from the group consisting of the temperature of the air dispensed from the evaporator, an outside air temperature, a vehicle interior temperature, a heater water temperature, and an amount of ambient light.

Claim 50 (new): The vehicle of claim 49, wherein the at least one vehicle parameter is selected from the group consisting of a voltage of an electrical power supply of the second drive source, a vehicle speed, a rotational speed of the first drive source, and an accelerator opening degree.

Claim 51 (new): The vehicle of claim 46, wherein the at least one vehicle parameter is selected from the group consisting of a voltage of an electrical power supply of the second drive source, a vehicle speed, a rotational speed of the first drive source, and an accelerator opening degree.

Claim 52 (new): The vehicle of claim 10, wherein the air conditioning system further comprises means for controlling the electromagnetic clutch based on the temperature of the air dispensed from the evaporator and at least one additional measurement.

Claim 53 (new): The vehicle of claim 52, wherein the at least one additional measurement comprises at least one temperature parameter.

Claim 54 (new): The vehicle of claim 52, wherein the at least one additional measurement comprises at least one vehicle parameter.

Claim 55 (new): The vehicle of claim 52, wherein the at least one additional measurement comprises at least one temperature parameter and at least one vehicle parameter.

Claim 56 (new): The vehicle of claim 53, wherein the at least one temperature parameter is selected from the group consisting of an outside air temperature, a vehicle interior temperature, a heater water temperature, and an amount of ambient light.

Claim 57 (new): The vehicle of claim 54, wherein the at least one vehicle parameter is selected from the group consisting of a voltage of an electrical power supply of the second drive source, a vehicle speed, a rotational speed of the first drive source, and an accelerator opening degree.

Claim 58 (new): The vehicle of claim 55, wherein the at least one temperature parameter is selected from the group consisting of an outside air temperature, a vehicle interior temperature, a heater water temperature, and an amount of ambient light.

Claim 59 (new): The vehicle of claim 58, wherein the at least one vehicle parameter is selected from the group consisting of a voltage of an electrical power supply of the second drive source, a vehicle speed, a rotational speed of the first drive source, and an accelerator opening degree.

Claim 60 (new): The vehicle of claim 55, wherein the at least one vehicle parameter is selected from the group consisting of a voltage of an electrical power supply of the second drive source, a vehicle speed, a rotational speed of the first drive source, and an accelerator opening degree.